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INDIA, AUSTRALIA, &c, and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
given in the  
HONGKONG WEEKLY  
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FOR 1906.

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[a180]

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Hongkong, 1st October, 1905. [a183]

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[a1200]

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Hongkong, 1st June, 1906. [a1204]

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Hongkong, 28th May, 1906. [a181]

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Hongkong, 12th February, 1906.

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Hongkong, 22nd December, 1906.

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[a137]

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Hongkong, 7th June, 1906. [a34]

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Without Love or License, Hawley Smart	1.75	LARGE VARIETY NEW COLOURED POST CARDS.
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Autobiography of a Charwoman	1.75	
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The Squire's Daughter, by Hocking	1.75	
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[a105]

Hongkong, 16th August, 1905.

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S. MINAMI, Manager, Hongkong. [a112]

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Hongkong, 6th June, 1906.

[30]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous letter or communications that have already appeared in other papers will be inserted. (Letters for extraction of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies 2000 copies. Telegraphic address: "Press," Codes A.R.C. th P. Webster".  
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BIRTH.

On June 2nd, at Hankow, to the Rev. and Mrs. Louis Hyde, C. M. S., Yungchow, Hunan, a daughter.

MARRIAGES.

On June 5th, at Foochow, HOWARD STOKE to ALICE MARY BAKER.

DEATHS.

On June 5th, at Bangkok, SIRNEY DILLON SHALLARD, late Commander P. & O. Co.'s service, aged 70 years.

At Shanghai, KARL ERNST LUDWIG, only son of Mr. and Mrs. C. Fink, aged 10 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 12TH, 1906.

THERE is in one of the many books relating to China a story which we remember vaguely, without knowing whether it was intended for fiction or fact, — it told of a certain Chinaman of inferior rank but superior impudence who coveted the factory and property of a wealthy neighbour. There was enough of detail to demonstrate, with considerable plausibility, how he dispossessed his neighbour and managed to instil him securely as undisputed owner. The hiring of false witness, the theft of title deeds, and the convincing of an official by a trick, were parts of his procedure. We have always considered it as a humorous exaggeration, even if it were not wholly fiction. Some recent statements published as sober fact remind us of the tale, and make us consider it in a more serious light. It is important to bear in mind, in view of the suspicion all critical, foreign comments rest under, of being prejudiced against things and ways Chinese, that the statements to be referred to are made by a Chinaman, Mr. LANU PAO-YUNG, so recently as the 5th of this month. This gentleman writes to the *North-China Daily News* of "the utter lack of justice or even fairness" with which Chinese are treated by their own officials — even in the Foreign Settlement.

His story is to the following effect. Over twenty years ago the China Paper Mill was established by Chinese within the boundaries of foreign Shanghai. A very prosperous business resulted and continued almost to date. The property and works have been held and managed throughout exclusively by Chinese. No foreigners had any interest in it at all. Even now the owners are descendants of the original owner. The present value of the concern is estimated to be a quarter of a million taels. Some time ago a notorious character called YING KWEN-SHING, at present alleged to be under arrest as an accomplice of the still more notorious prince of bandits, VAN KAH-DEE, set up a claim as part owner of the Paper Mill, a claim which we are left to understand was legally groundless. The claimant some years ago had been officially stigmatised as "an unprincipled and untrustworthy person". It is stated that this man, "through his influence with the various Chinese officials and high Chinese authorities, which influence it is generally believed comes from his close association with VAN KAH-DEE", was able to cause the Chinese Chamber of Commerce to summon the owners to answer his claim. As the Chamber is not a judicial body, and has no judicial rights even under the Chinese law, and as they had no hope of a proper result following the intervention of this body, the Mill owners refused to go. YING is then alleged to have obtained a "secret order" from the Chinese Mixed Court magistrate for the closing of the Mill pending settlement. As it is stated that a foreign attorney was instrumental to this end, we may dismiss the suggestion of irregularity. The order may have been unfair; but it was probably as legal as the anomalous arrangement at Shanghai permits anything to be. It is asserted, however, by Mr. LANG, that the Police for some time refused to execute this order, on the ground that it was illegal, which they would scarcely have presumed to do if a foreign Assessor had participated in its issuance. Yet it is stated that the Spanish Consul consented, and the Belgian Consul countersigned the warrant. Anyhow, the prosperous Mill was closed and over three hundred employees thrown out of work. Mr. LANG insists that all this was done "without bringing any judicial proceedings against the owners of the Mill or in any way giving them a chance to present their side of the case in a legal Court". He appears to be much hurt at the idea that the wicked claimant's attorney was a member of the Municipal Council, which body collected heavy taxes but could not interfere to protect mere Chinese. It is this sort of thing, he asserts, which drives Chinese to appeal for protection to any Consulate willing to take them under its wing. This is in allusion to the allegation that the Spanish Consul is too complacent in the matter of registering all comers as Spanish subjects. Mr. LANG asks, "can such Consuls be blamed for assuming jurisdiction in cases where otherwise gross injustice and severe hardship not only fall on one but on the many involved, by reason of Chinese officialdom's actual disregard not only of law, but almost of decency?" The writer does not give dates; and we have gone through a year's file without finding any reference to the case; but we have little doubt that the Municipal Council will have an answer to any suggestion of neglect on its part. In emphasising native injustice or incompetency, the administrative body of Shanghai has not confined itself to citing only cases in which foreigners have been directly interested. The significant features of the letter, which our contemporary would hardly have inserted if it had been wholly baseless and wrong, are these. Over his own name, a Chinese ratepayer denounces in round terms the dishonesty of Chinese officials, and fairly boasts at the extent to which they, and even a body like the Chamber of Commerce, are subject to the ramified influence of the VAN KAH-DEE gang.

Unless Mr. LANG is promptly and certainly contradicted, foreign critics must feel justified in giving free rein to their distrust.

The Shanghai branch of the China Association is holding an extraordinary meeting on Thursday of this week.

The mail from Japan yesterday brought us papers nearly a month old. There seems to have been postal negligence somewhere.

The Governor General of Indo-China has interdicted the entrance and circulation of five Chinese journals from Hongkong.

Most of our German readers will be sorry to read in our obituary notices to-day of the bereavement of Mr. Fink, Editor of *Der Ostasiatische Lloyd*.

It is reported that the new French Minister to Peking will shortly proceed to Annam to investigate into railway and other matters in relation to South China.

The return of visitors to the City Hall Library and Museum for the week ending the 10th June 1906 (excluding Whit Monday), shows that of non-Chinese there were 277 to the Library and 138 to the Museum; and of Chinese 136 to the former and 2,388 to the latter. The Library was, therefore, used by 443 persons, and the Museum by 2,526.

Viceroy Chung Shan at Foochow has stated to the Waipu in reply to the British protest, that as the establishment of a Government campion monopoly in Fukien is a matter for the internal administration of China and concerns no foreigners or foreign interests, the Chinese authorities cannot be held responsible for any alleged losses of British or other foreign merchants.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:

March ..... "Under the Double Eagle" Wagner

Patrol ..... "The Egyptian Patrol" Lane

Waltz ..... "Gardie, Sleep" Muir

Selection ..... "My Lady Molly" Jones

Intermezzo ..... "Love in Idleness" Macbeth

American Sketch "Down South" Myrdleton

A Kowloon resident recently received a notification, and was much surprised to read the contents, viz.: "Want to know the reason why you delay in sending your income statement, etc." He is led to believe that the taxation office sent him the above notification simply because his name appears in the directory. His name happens to be misspelled in the directory, and the tax officials had also made the same mistake. He has, he says, never before been asked to furnish particulars of his income. He has been luckier than most.

In a scene in the House of Commons arising out of a passage of arms between Mr. Chamberlain and Dr. Macnamara over the Education Bill, Sir Henry Campbell-Bannerman intervened and asked Mr. Chamberlain if he doubted Dr. Macnamara's veracity. Mr. Chamberlain refused to be lessoned by the Premier, whose interferences he characterized as impertinent. There was an uproar, but the Chairman refused to rule the remark out of order. The Commons are nowadays insufficiently educated to know the difference between "impertinent" and "impudent." But what repartees such scenes open up to the women recently reported as disorderly.

The Manila *Cableman* of April 11th had a reference to the British Consul at Manila, which we quoted in a paragraph on the 17th. The reference was to the effect that the Consul had then been away six months; that his return was improbable; that the Vice-Consul was likely to succeed him; and it was suggested that the Consul did not enjoy the entire approval of his "more sedate countrymen". It appears that these comments were entirely unwarranted; and our attention has been drawn to a public apology signed by Frederick O'Brien, the editor of the *Cableman*. He deeply regrets and heartily deplores the article, and shifts the blame as follows: "It was inserted through the ignorance of the assistant left in charge, and who was an Englishman!" In the Consul's place we would regard this as an extra piece of impudence.

An American paper says: — The prediction has been made that the new San Francisco will be made of steel. The buildings of brick, stone and wood fell and burned by the score in the same sections where steel structures still stand damaged somewhat, but not destroyed, and for the most part fit for present use. The rebuilding of the business section of the city is expected to be rushed in as has ever been known in another city, and that means that the market for structural steel will boom beyond all precedent. The plants of the country where such material is made have enlarged in almost every instance in the past few years, some having been doubled, and new places built for the same purpose, but they have all been rushing a year or more to their limits, and have reported orders ahead for the most of this year. With this new, quick demand for steel building material, new conditions will probably be made, and it is probable that some other projects will be delayed for accommodation of San Francisco. There is no idleness in sight for the steel workers of this country, all the way around from the iron ore mines to the employees of building contractors.

Mr. Peter Peacock, M. V. O., of the British Embassy at Tokyo, suddenly collapsed when riding to the station at Yokohama on May 30th and died almost immediately, presumably from heart failure. Mr. Peacock was very well known in Japan, and was a man with old days. He was a burly, jovial man, full of interesting reminiscences. The *Chronicle* says: "Mr. Peacock, who was in his sixty-seventh year, was appointed Inspector in the Escort Guard at Tokyo on February 8th, 1897, and has ever since been in the service of the Legation, now the Embassy. He was with Sir Harry Parkes when the Minister was attacked by two *kyō* when proceeding to the Palace at Kyoto in 1867 and on this occasion was wounded. Mr. Peacock had thereto seen thirty-nine years in the service of his country. When the Duke of Connaught visited Japan many years ago Mr. Peacock received from the Royal visitor a handsome pin as a memento of the visit, and when the report was first published that the Duke was to head the Garter Mission (instead of his son) Mr. Peacock anticipated with pleasure meeting his Royal Highness once again. During the visit of Prince Arthur recently, Mr. Peacock was awarded the Victorian Order in recognition of his long and faithful services.

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## TELEGRAMS.

[DAILY PRESS] EXCLUSIVE SERVICE.]

NEW ZEALAND PREMIER  
DEAD.

LONDON, June 11th.

The Rt. Hon. Richard John Seddon,

P.C., Premier, Colonial Treasurer, Labour Minister, Minister of Defence, Minister of Education, and Minister for Immigration in New Zealand, is dead, aged 61 years.

## THE RISING IN KIANGSI.

Nanchang, June 2nd. The rioters have been suppressed, some ten of them being killed and sixteen taken prisoners. Two attacks were made when the troops arrived in the mountain fastnesses. H.M.S. *Snipe* has returned to Nanchang. The missionaries are all safe.

HUNGSHUTZIE ACTIVITY IN  
MANCHURIA.

Tokyo, June 7th. Mukden messages state that a force of banditti near Changchun on Saturday afternoon captured 3,000 rifles of German pattern which were being sent to Tatar General Chao Erh-tu of Mukden under instructions of Viceroy Yuan Shih-kai to the Tatar Generals of Kirin and Heilungkiang, as well as sixteen cars. Many were killed and wounded.

## A MYSTERIOUS ATTACK.

Tokyo, June 7th. It is officially reported that a batch of Chinese rebels invaded the Japanese rail-way barracks at Kuchibetsu on the 16th ult. and injured some workmen.

## SUPREME COURT.

Monday, June 11th.

In ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR FRANCIS PIGGOTT).

## A DISPUTED WILL.

The case of Li Pok-wai and another v. Li Ling-shi and another was resumed. This was a claim under a will for one sixteenth part of marine for 230 and inland lot 1,335 and for an account of the rent and profits thereon. Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiff, and Mr. E. H. Sharp, K.C., and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. Harding (of Messrs. Evans, Harston and Harding), appeared for defendant.

After hearing further evidence his Lordship reserved judgment.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHING JUDGE).

## A SUBADAR SUED.

The case was concluded in which Akbar Khan sued Subadar Makouf Ali, H.K.S.B.R.G.A., to recover the sum of \$923.64 on account of principal and interest due on money lent.

Mr. F. P. Hett (of Messrs. Bruton and Hett) appeared for the plaintiff, and Mr. J. H. Gardner (of Mr. O. D. Thomson's office) represented the defendant.

His Lordship recalled the plaintiff.

Do you remember when you got your \$900 in 1901? — Yes.

Very well; at that time according to your statement you lent him three sum, \$670 in March, 1903, and subsequently sums of \$500 and \$400? — Yes.

Then he repaid you \$900? — Yes.

Did you take that \$900 in payment of the \$500 and \$400? — Yes.

His Lordship (to Mr. Hett) — Then you are liable to pay \$500? — Yes.

Mr. Hett — But there was a subsequent promise to pay.

His Lordship — You must prove it.

Mr. Gardner — That is not admitted.

J. Joshi said he was manager of Sonduras Arton and Co., and he kept the plaintiff's money for him. He paid on the plaintiff's account in February \$50, and \$170 in March. In November, 1905, plaintiff and defendant called at witness' office. Plaintiff told him defendant was going to pay \$900 for which he wanted a receipt. Defendant then asked if there was any balance against him and the plaintiff said \$670 and interest. Defendant admitted that he had to pay this amount, and said he would do so in three or four weeks.

Didn't defendant say anything about army regulations when he asked you for this receipt? — I don't remember.

Was anything mentioned about a promissory note? — No.

Cross-examined by Mr. Gardner — You were a judge or something in India, weren't you? — I was in the High Court in India.

And it is rather a hobby of yours taking up cases for other people? — What do you mean by hobby?

Something you take a fancy to. — That would be a curious man.

His Lordship (to witness) — I wish I had known you before; since Cassimbo died I have not had an adviser among the Indians.

Mr. Gardner — You are a business man as well as a lawyer, aren't you? — I am not a lawyer.

Well you were a judge? — I was a *uzi*.

Mr. Gardner — I don't know what that means; but I suppose it's something big. Continuing — Why didn't you show on the receipt that the \$900 paid was paid on account? — I never thought of it.

But you are a business man; why didn

## THE CHICAGO STOCK-YARDS.

SCANDALOUS REPORTS CONTRADICTED.

It is worthy of note that the American Government has moved to investigate the Chicago meat-packing industry by a recent Socialistic novel written by Mr. J. Upton Sinclair entitled "The Jungle." The Government departments are now investigating the conditions at the Chicago stock-yards as a result of Mr. Sinclair's book.

The following are extracts from critiques published in the *Literary Digest*.

"We have no other such glimpse into the Inferno of business," says one writer, adding "there has never been framed such a frightful indictment of American liberty and opportunity." It is a story of horrors, he continues, beside which the Belgian atrocities on the Congo "are as nothing." So terrible is Mr. Sinclair's indictment of existing conditions as he claims to have seen them that the *Chicago Evening Post* is moved to declare that the novelist in such a case "is the attorney usurping the bench, summing up before a jury whose only safeguard against bias is cynicism." Reviewers are dubious about how seriously his novel is to be taken. A writer in the *Trifidine* declares that if the revelations in Mr. Sinclair's book are true, "the packing industry, as now conducted, is morally and physically the foulest blot on twentieth-century civilisation," yet he qualifies, "It is possible that justification could be found for every statement made by Mr. Sinclair and still leave him guilty of exaggeration."

Another writer says:—"The horrors crowd each other so continuously without even a paragraph of respite that the reviewer found himself more interested in the author's powers of lucidity than indignant at the inequities so realistically portrayed. He tells only of the sick cattle killed and sold for beef, of the chemical poisons used to render tainted meat of the Biblical formula used for making sausages, and other hideous secrets of economy in the Durham Company's packing-houses." And, more particularly, he dramatizes the woes of the miserable gangrened humanity in Packing-town, all of which he represents as being caused by the Durham system, which encourages the fiercest competition between hungry men for work, which takes every advantage of their ignorance, poverty, and weakness. He has exercised all his high-moral powers to lay the scene horribly, so as to convey the smell of it "an elemental odor." He says, "raw and crude, it was rich, almost rancid, sourish, strong, that smell of the stock-yards and packing-houses. And it is suggestive of Mr. Sinclair's dramatic method of making a small thing stand for something monstrous when he represents the peasant family who are to be victims of his tale as having travelled all the way from Lithuania to it. The idea is, that he heralded to their unscrupulousness the synergism, the stench, and moral destruction into which they were going."

It is reported from Washington that a meat packer named Wilson, on behalf of the Chicago meat-packers, gave evidence before the House Committee on Agriculture and denied the allegations made against the trade.

We would not be surprised to learn that these "disclosures" were as exaggerated as they were disgusting.

## THE SEAMAN AS HANDYMAN.

## MARINE MARINER'S ACHIEVEMENT.

With the gradual decay of the old-fashioned "wind-jammer" and her brawny crew, it has been the fashion in some circles to deify the ability and resourcefulness of the present-day sailor man. But the mariner of today is frequently placed in an awkward position calling for tact and resourcefulness of the same quality if of a different character, as was displayed by seamen of the old school. An article in the *Nautical Magazine* dealing with an incident recently happening in South America illustrates the truth of the statement that seafarers are as resourceful in case of emergency as ever they were. The steamer "White Cross" came into collision with the steamer "Aboukir" in February last, and sustained serious damage to her bows, but she managed to reach Monte Video.

Captain Breckon was in port at the time in command of the "Burbonshire," and receiving instructions from his owners by cable, he took full charge of the "White Cross" in order to get her out of her predicament in the best and cheapest possible way; the chief officer of the "White Cross" being meantime appointed to take charge of the "Burbonshire." His owners' instructions were to effect temporary repairs and send the ship home in ballast, but finding that such an exorbitant price was asked for the carrying out of these temporary repairs, he made his crew together, explained to them at the proposed to undertake the job himself, and everyone set to work with a will. Captain Breckon, being in a foreign port, was surrounded by many difficulties and obstacles, but over these he triumphed, with the result that the "White Cross" was put in a perfectly seaworthy condition safely through the efforts of himself and his own men. A photograph of the steamer in her temporarily repaired state. She had about 42 tons of cement and concrete in her bows, with a wooden bulkhead behind. The cost of the repairs did not amount to one quarter of that which was demanded by the contractors at Monte Video—and by "getting to windward" of them in such a way Captain Breckon merits the greatest praise. It is interesting to know that before his departure, Lloyd's agents at Monte Video recommended him for the post of Lloyd's Surveyor for the port, but acting on the advice of his owners, he did not pursue the matter any further. On completion of the repairs the "White Cross" loaded a grain cargo at La Plata for Antwerp, where it was turned out in good order and condition. This creditable work did not go by without due recognition at the hands of Captain Breckon's owners, Messrs. Rowland and Marwood. At a meeting of the Board of Directors of the Company, the chairman made suitable reference to the affair, and as a mark of the Company's esteem stated that he had pleasure in handing to the Captain a gold watch which bore the following inscription:—"Presented to Captain George Breckon by Rowland and Marwood's Steamship Company, in appreciation of his services in repairing at Monte Video and bringing home the "White Cross" after her collision with the "Aboukir," 9th February, 1906." Another of the directors, Mr. Christopher Marwood, J.P., also dwelt on the excellent service which Captain Breckon had rendered.

According to a telegram, the Weihaiwei Gold Mines crushed 2,000 tons of ore in May, at an estimated cost of \$12,230. The yield was 140 oz. gold, worth about \$3,500, and 110 tons concentrates worth about \$11,000. The estimated profit for May was therefore about \$2,500. If they can keep that up, the share-holders will not grumble.

## THE DEVELOPMENT OF MANCHURIA.

## PLANS OF JAPANESE GOVERNMENT.

The Japanese State Council on May 23rd considered the question of the development of Manchuria. A Tokyo dispatch states that a scheme was elaborated by the Manchurian Committee before the departure of Marquis Saitoji on his tour of inspection in Manchuria, and was laid before the Cabinet. Now that the Premier had returned with a personal knowledge of the situation in Manchuria, the scheme was submitted to the consideration of the Elder Statesmen, and it is stated was approved by the Council.

The substance of the scheme as given in the Tokyo dispatch, is that a company should be formed by the Government and private capitalists, jointly for working and developing the railways, mines and forests in Manchuria. The Government would contribute the railways, mines, and other property owned in Manchuria, as its share in the company, and the value of these properties, as they now stand, is estimated at about Y100,000,000. A working fund is required, the total capital of the company cannot be less than Y100,000,000. In addition an enormous fund is required for the improvement of the railway system and the mines, and it is proposed to raise a loan of Y100,000,000 on the security of the company's property.

The State Council eventually approved the following policy—based on the results of the Premier's tour for the guidance for the Japanese operations in Manchuria—

"That the sovereignty of China in Manchuria should be respected, giving equal opportunity to all the Powers, and joint enterprises of Japanese and Chinese should be encouraged for the development of Manchuria."

"That the principle of military supremacy should be avoided, so that the native might be convinced of the sincerity of Japan's intentions towards China."

It is considered that the principle of military supremacy, if followed in Manchuria, will only arouse misgivings on the part of the Powers, which may adversely affect the diplomacy of the Empire. It is therefore thought advisable to avoid such a line of action in Manchuria, which would all offend the authorities of South China. As agitations are noted in China for the recovery of autonomy and the boycott of American goods, Japan's persistence of military supremacy in Manchuria would only result in benefiting a certain commercial country, and give an opportunity to two certain European Powers to cultivate better relations with China.

The State Council decided to withdraw the existing military administration offices in Manchuria as soon as practicable. The next question to be settled is the expenditure, which must be incurred in some way in the budget—*Japan Chronicle*.

## BAD TRADE.

In the course of a grumbling letter to the *New York Daily News*, "A Merchant" writes:—"But Vladivostok is not the only market which has been shut. Another market, more important than Siberia, and which was wont to take large quantities of all kinds of goods through Shanghai, is anything but open. This is Newchwang. True, the door of Newchwang is open, as the wily Japanese will smilingly point out to you. The door is open, and truly there are no differential duties. But how much farther can we get than the threshold of this open door? Newchwang itself is only a market like Shanghai, and does not itself consume the immense quantities of cargo which used to pass through its port. All right-thinking persons will endorse the sentiments here conveyed, but most of us out here will also endorse "if," remarks the *Peking Times*. We have noted with great approval the efforts which the Yenkiang has been making to check the consumption of opium among its officials, there being only one we believe among his staff who indulges in the vice and is a hard case. We have also heard with pleasure of restrictions being drawn up with regard to opium dens in Peking. But we have no heard and we fear it is not possible to hear that China has phased out and restriction on the cultivation of the poppy, nor that any cultivation has taken place in the area under cultivation. On the contrary, we have the recent Customs reports which tell us that native opium is increasing, and we purposely quote from Ichang where it is stated:—

"Foreign Opium is practically unknown at Ichang. The Native Opium to be found in our tables is that which, whether produced in Yenan, Kweichow, or Szechuan, is shipped at Chungking in chartered junks and transhipped here in steamers for distant markets. This return shows a more than ten-fold increase in the native opium cultivation and it is the general opinion that opium-smoking in this district is still increasing. Chinese have remarked on the universal tolerance now accorded to the practice. The opium-smoker has no longer any reason to attempt to conceal his pleasant habit, or to retire for its satisfaction to the kuan or divan—now no longer patronised by the well-to-do. Every respectable house now has its kuan, and is expected to take, as well as offer, a few whiffs in the course of an ordinary visit. Opium-smoking among the Chinese has ceased to be generally regarded as a vice, and like tea-drinking in England, definitely taken a place among the customs of the country."

POSSIBLE DUEL AT SHANGHAI.

One of the most difficult and embarrassing features of the Nanchang case so far as the Chinese Government is concerned is the autograph letter held by the French authorities, written by the Nanchang Magistrate the day after his attempted suicide and before the riot which later necessitated the cause of death being shifted more directly to French shoulders. This letter, says the *Peking Times*, was written and sent before the Chinese realised that they must have some good excuse to offer for the terrible outrage committed on the foreigners, involving unfriendly relations with two Powers, and in the final announcement of the affair it will be remembered that suicide and not murder was mentioned. The *Wainu* is said to find great difficulty in getting over this letter which is legally endorsed and which cannot be proved to have been written under any pressure. The letter, we understand, was a very friendly one to the priests, thanking them for previous friendship and support.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 9th inst., and left again at 8 p.m. same day for Hongkong, and is due here at 10 a.m. on Tuesday, the 12th inst.

The P.M. str. *Yokohama* sailed from Yokohama on the 10th inst., and is due here on the 21st inst.

The J.G.M. str. *Seydlitz* left Colombo on Saturday, the 9th inst., p.m. and may be expected here on or about Wednesday, the 20th inst., a.m.

The H.A.L. str. *Borussia*, from Hamburg, left Colombo for this port on the 5th inst., a.m. and may be expected here on the 15th inst., a.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 9th inst., and is due here on the 12th inst.

## JAPAN'S TRADE IN MANCHURIA.

## THE GOVERNMENT'S DECISION TO ASSIST MERCHANTS.

The efforts of Japanese merchants and manufacturers for extension of Manchurian trade have now assumed a practical shape, the Government, as we recently pointed out, having decided to give the protection asked for. The most promising trade in Manchuria is that of cotton piece-goods. In 1904 the total amount of cotton fabrics imported into Manchuria reached 7,947,000 yards, of which American sheeting and drapery totalled 3,642,000 and 1,704,000 yards respectively. Japan's share amounted to only 18,000 yards, including 6,000 yards of sheeting and 12,000 yards of drapery. As a means of extending the market for Japanese fabrics in Manchuria it is urged that uniform trade marks should be used; the quality of articles made uniform as far as possible, exports to be made in sufficient large quantities as to establish an influence in the market; and that thoroughly reliable selling agents be appointed. As already reported, in order to attain this object the spinning and weaving companies—the Oshaki Boski, Miyo Boski, Kinshin Soshoku, Jemina Orimono, and Okayama Boski—have organised themselves into a guild and have appointed themselves to the market.

The present rates are now given as Vladivostok to Moscow 27 rubles 1st class and 168 rubles 2nd class. To Petersburgh 28 rubles 1st class and 175 rubles 2nd class.

These prices are cheap as compared with steamship rates when the objective is London, Berlin, or Paris and the additional fares are added to them, but it is a mistake to say that they are generally lower than before the war.

With the Government time-table before me, issued in 1902, I find that the fare from Vladivostok to Manchuria Station, was 69 rubles 1st class or 37 rubles 2nd class; from Manchuria to Moscow 169 rubles 1st class and 109 rubles 2nd class; and to Petersburgh 111 rubles and 66 rubles 2nd class respectively. Total: Vladivostok to Moscow 169, 1st class, and 109, 2nd class; or to Petersburgh 171, 1st class, and 109, 2nd class; and 2nd class.

The present rates are now given as Vladivostok to Moscow 27 rubles 1st class and 168 rubles 2nd class. To Petersburgh 28 rubles 1st class and 175 rubles 2nd class.

These prices are cheap as compared with steamship rates when the objective is London, Berlin, or Paris and the additional fares are added to them, but it is a mistake to say that they are generally lower than before the war.

For travellers who are not intending to visit either Moscow or Petersburgh, I might mention that the best way is to book to Alexandrovka, which is the frontier nearest to Berlin, and only a few hours from it. One changes at Toula, takes a train to Viazemsk, and changes again into the main line train from Moscow to Warsaw. A saving of both time and money.

The ticket from Manchuria to Alexandrovka used to cost rubles 111 first-class and 178 rubles 2nd class. There are in all these prices some old kopeks, but for convenience I have suppressed them.

I may add that the second class is so luxurious that no one thinks of taking first class. The food at the buffets used to be both plentiful and cheap.

Of course the quickest way is to go via Dalny, but if there is one thing that we have no liability whatever, and therefore, I think, we are entitled to claim that we stand on a safe and sound basis. There is nothing in the accounts that calls for any special comment.

After the necessary provision for depreciation on plant, machinery, and buildings, your Directors recommend you to deal with the remaining balance of S. Ths 4,545.55 as follows:

To pay a dividend of Ths. 300 p.

share, i.e., 6 per cent. p.a. Ths. 3,600.00

To pay a bonus to the Agent and Superintendent as stipulated by agreement Ths. 515.00

and to carry forward to next Profit and Loss Account Ths. 130.53

To the Agent and Superintendent Ths. 4,545.53

During the course of the year we have moved into our own new premises at the stipulated time, and have increased our plant as proposed to do. In consequence we were able to lay in a stock of tiles sufficient to meet immediate demands. Business in our line does not come regularly, but rather in leaps and bounds, and to meet all eventualities, the manager considers a still larger increase in certain directions necessary and is steadily striving to obtain it by degrees rather than to put a lot of money away in stock all at once. As to our property, and the buildings we have put on it, some of you followed our invitation to the opening inspection some time ago, and I think we, as the owners and our agent and superintendent, who together with the architect, Messrs. Davies and Thomas, drew up the plans and built the place, may be rightly proud of what has been achieved with the money spent, because, not only is the land worth to-day about double what we paid for it, but we have also secured a good return on our investment.

"Boarded this ill-fated steamer last Saturday at Koko expecting to sail on the Japanese steamer for Fusan on June 5th. I now lose likewise my berth engaged on the "America" for Hamburg. My entire trip through Japan has been one of annoyances and disappointment, save my sojourn at Nagoya, which was rendered very pleasant through the company of Mr. —

"—, and what a terrible comedy this is! One of the stokers having been ill, he was pronounced to be stricken with the plague. Yet he has been kept aboard 24 hours after such a verdict, at the risk of everyone concerned. Yesterday, that stoker felt quite well and reported for work. He relished three hearty meals and has nothing to complain of. Still all passengers are subjected to such unnecessary severity and actual loss.

"Yesterday we were all given a bath in two divisions. On the return of the morning division to the "Siberia" the afternoon division, which had not been disinfected, were permitted to mingle with us passengers and ship's crew alike. Just think of such an abominable bombing and swindling! Next, nearly all passengers before sailing for the spot of disinfection, took off their clothes suspected of infection, changing same for clothes taken from the bottom of their trunks. Clean clothes have been disinfected, whereas the infected clothes remained, where they were within the cabins. I never before witnessed such a swindle of quarantining people."

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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## NEW ADVERTISEMENTS

NORDDEUTSCHE LLOYD, BREMEN.

## NOTICE.

KUDAT AND SANDAKAN.

Taking Charge at Through Ports to PAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Departure of the Steamship

"BORNEO."

Captain F. Sombill, ready-to-load on THURSDAY, the 14th instant, will leave on FRIDAY, the 15th instant, at Noon.

For Freight, apply to NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents.

Hongkong, 12th June, 1906.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 16th inst., at Noon.

For Freight, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 11th June, 1906.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 13th June, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countermarked by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 11th June, 1906.

## THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:— San Francisco and the Iron Market.

"Wirls" and Government.

Novel Theory of Tides.

Kinshau Customs.

The Proposed Anglo-Russian Agreement.

South China Trade Indications.

Exchequer Problems at Hongkong.

Hongkong Legislative Council.

Interior Shooting Contests.

The Murder in Gaol.

Supreme Court.

The Navy League.

Building Colleagues in Hongkong.

Hongkong Polo Club.

Shanghai Almonies.

Canton.

Macao.

Trade of Singapore.

Corse's Trade in 1905.

The China Mutual Life Insurance Co., Ltd.

The N.D.I. & Co. "Roon."

The Salt Industry in China.

The New American Judicature for China.

Commercial.

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Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 12th June, 1906.

THE CHINA FIRE INSURANCE CO., LIMITED.

## NOTICE.

I have This Day RESUMED Charge of the Business of the Company.

G. L. TOMLIN, Secretary.

Hongkong, 6th June, 1906.

## REMOVAL.

K WONG TAI LOY, Dealer in Rattan Furniture, Bamboo Blinds, Mattings, &c., has REMOVED from 13, Queen's Road to 39, DES VŒUX ROAD, same Building as Messrs. ECTION & HESTON.

Hongkong, 1st May, 1906.

## NOTIFICATION.

NOTICE IS HEREBY GIVEN that, under instructions from H. B. M. MINISTER IN Peking, the BRITISH VICE-CONSULATE AT MACAO was "CLOSED" on the 1st May, until further notice.

R. W. MANSFIELD, H.B.M. CONSUL-GENERAL, Canton.

Macao, 1st June, 1906.

## BONGKONG CLUB.

## NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on THURSDAY, the 14th June, 1906, at 5 P.M., for the purpose set forth in the Notice posted in the Hall of the Club House.

By Order,

C. H. GRACE, Secretary.

Hongkong, 6th June, 1906.

[1215]

## AUCTION:

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT of the CONCERNED,

On THURSDAY,

the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Chinese Anatoly Charlamievitch Tschukow, of Saigarskovo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, can date among others of:

LOCOMOTIVES. (Wolf, Magdeburg).

MILLING MACHINES. (Smiti, Copenhagen).

COOLING INSTALLATIONS (Atlas Fabr.)

ELECTRICAL. (Allg. Elec. Comp.)

TRUCKS, &c. (Orenstein & Koppel).

&c. &c. &c.

All in all the whole plant is very nearly the same as the Factory Kijaksdorph, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from:

SIEMENS & CO.

Hamburg & Hongkong,

and LAWYER BUNOFF,

in St. Petersburg.

Wassilij Ostrom.

4 Libic, Haus No. 5,

as well as from the Auctioneers, Messrs.

HUGHES & HOUGH,

Hongkong, 26th May, 1906. [997]

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FIRST-CLASS BOARD & RESIDENCE

AT BRAESIDE.

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mr. F. W. WATTS,

"Brasida," 20, Macdonnell Road

(site of "Tang Yuen.")

Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

M. R. GILLIANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1905. [673]

INTIMATIONS.

STAMPS.

WANTED for CASH or EXCHANGE, KING'S HEAD STAMPS of Straits Hongkong and Ceylon. Buying rates on application. GEO. E. ANTHONISZ, "Selby," Colpetty, Colombo, Ceylon.

Colombo, 14th April, 1906. [992]

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TYPEWRITING WORK UNDER-

TAKEN.

F. A. V. RIBEIRO

(site of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [19]

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ELEY'S, SCHULZET'S, AMBERITE

and KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE CHILLED SHOT

all sizes, Nos. 10 to SSSG. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 29th November, 1902. [993]

FOR EUROPE, & AMERICA,

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NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

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Hongkong Legislative Council.

Interior

## NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Roberto United Companies)

NOTICE TO CONSIGNEES  
FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th June, 1906. (4)

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th June, 1906. (19-10)

NOTICE TO CONSIGNEES.

FIRE P. & O. S. N. CO.'s Steamer

"JAPAN"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Drained packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. REWETT,  
Superintendent.

Hongkong, 10th June, 1906. (1)

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## SCIENTIFIC MISCELLANY.

DEVELOPING SCIENTIFIC INDUSTRY—  
LIGHTNING MEASUREMENT—ELECTRIC  
CHAIR FOR SEASICKNESS—HEAT STORAGE  
—ENERGY OF DISSOCIATION—A REMARKABLE  
NEW GAS—NOVEL PIPE PROTECTION  
—A METEOR'S FLIGHT.

Artificial silk—which of the daily production is now seven tons, or five per cent, of the total consumption of silk—is practically pure cellulose to which the superficial layer of natural silk has been given. I. Diderot, a French authority, finds four principal varieties—(1) those from nitro-cellulose or gun-cotton, (2) hydrate of copper silk, from cellulose dissolved in Schweitzer's liquid or copper ammonia, (3) chloride of zinc silk, from cellulose dissolved in zinc chloride; and (4) viscose silk, from cellulose dissolved in sulfuric acid.

A four-inch black disc, marked with a white cross and rotated 50 to 60 times a second has been used by a German physicist at night for studying lightning flashes. Some flashes caused the cross to appear once, others brought it out several times, and repeated observations confirmed the view that the discharge is very variable. The duration of some seemed to be about 1/100 of a second, while in one instance eight partial discharges followed each other at regular intervals of about 1/100 of a second. Others were shorter, and some were evidently not more than 1/1000 of a second. Faraday thought flashes were at least one second long.

The latest chair for the victim of sea-sickness has a movable seat vibrated by an electric motor, the motion produced being much like that experienced by the motorist. Surprising relief to the sufferers is said to be given.

The novel recuperative boiler lately awarded a prize by the Paris Academy of Sciences is able to supply steam for several hours after the fire has been extinguished. It is the idea of M. Maurice, engineer in chief of the French Marine, and it depends upon the heat storage of a mixture of salts having a great specific heat, this mixture being placed around the tubular system of the boiler and having its temperature raised to about 450 deg. C. during the firing. This method of storage offers great economy in both weight and space over the old plan of using reservoirs of superheated water. After the accumulation is used a new reservoir quickly follows the starting of the fire, and the advantages are believed to be specially important for the marine and for electric stations.

The new alchemy assumes that elements of great atomic weight break up into substances of lighter atoms, but thus far the only transmutations observed have been the changes of radium and actinium into helium, of which about seven per cent seems to form helium. What becomes of the remaining 93 per cent of the emanation is not yet proven, although there are reasons for believing that lead is a part of the product. In the atomic disintegration the energy given out far surpasses all previous experience, and it is estimated that if a fragment of radium could be made to complete its change instantaneously the result would be an explosion millions of times more terrific than that of gun-cotton.

Carbon sub-oxide, the new oxide of carbon obtained by two chemists of Berlin University, contains three atoms of carbon to two of oxygen, and at ordinary temperature is a gas which burns in the air with smoky flame, has a penetrating odour like mustard oil, and violently attacks the eyes, nose and respiratory organs. On cooling a few degrees, it condenses to a colourless, highly, refractive liquid. Sealed in a glass tube, it slowly changes, and finally becomes a dark-red solid.

Water-pipes are usually protected from freezing by the use of such non-conducting materials as straw, cork and oakum. In a new French method, a layer of straw, sawdust or tar-bark is first placed around the pipe, and pieces of unslaked lime as large as the fist are then packed around this coating and enveloped in a layer of non-conducting material, the whole being held together by a wrapping of coarse linen. The inside layer serves simply to protect the pipe from corrosion by the fresh lime. The outer covering admits only a small amount of air, and the moisture in this coats the lime, which becomes warm and is so slowly slaked that the heat may be kept up during an entire winter. Frozen pipes may be thawed by using somewhat more lime and slaking rapidly by pouring water over it.

A brilliant light seen in England on Dec. 30 has been studied by Mr. Alexander Ross from about fifty reports of observations. It seems to have become visible at a height of 12 miles over a point eight miles west of Thorne Hill in Dumfriesshire, and it travelled at 61 miles with a velocity of about 15 miles per second, finally disappearing at a height of 31 miles above the sea seven miles south of Arva. A remarkable luminous trail persisted for nearly a quarter of an hour. The interior was seen as much as 150 miles away, and at 50 miles was perhaps 100 times as bright as Jupiter. Calculation shows that the mass whose burning gave such a brilliant display over a great part of the British Isles was astonishingly small—probably a few ounces, possibly a few pounds.

The oldest photographs in existence are the remarkable ones taken from having been taken by the electric light. They are micro-daguerreotypes, which were made by Leon Foucault in 1844, and which have just been presented to the Royal Microscopical Society by a French microscopist. This use of the electric light was its first application to scientific studies.

## THE AMERICAN DISTRICT COURT FOR CHINA.

59TH CONGRESS, 1st SESSION.  
IN THE HOUSE OF REPRESENTATIVES.

24th March, 1906.  
Mr. Danby introduced the following bill, which was referred to the Committee on the Judiciary and ordered to be printed:

A Bill Creating a United States  
District Court for China and  
Prescribing the Jurisdiction  
thereof.

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, that a Court is hereby established, to be called the United States District Court for China, which shall have original jurisdiction in all cases and judicial proceedings whereof whose jurisdiction may now be exercised by United States Consuls and Ministers by virtue of treaties between the United States and China, except so far as the said original jurisdiction is qualified by section 2 of this Act. The said Court shall hold sessions at Shanghai, China, and shall also hold sessions at the cities of Canton and Tientsin at stated periods, the dates of such sessions at each of which to be announced not less than three months in advance through the columns of the newspapers printed in English and of general circulation in China, and a sitting of the Court shall be held in each of these cities at least once annually. It shall be within the power of the judge, upon due notice to the parties in litigation, to open and hold Court for the hearing of a special cause, at any place permitted by the treaties, and where there is a United States Consulate, when, in his judgment, it shall be required by the convenience of a large number of witnesses, or by some other important public interest. The place of the sitting of the Court shall be in the United States Consulate at each of the cities, respectively.

Sect. II.—That the original jurisdiction of said Court shall extend to all cases, civil, criminal, and probate, except that the Consuls and Ministers shall have exclusive original jurisdiction to try and determine civil cases where the sum or value of the property involved in the controversy does not exceed \$500 United States money, and in criminal cases where the punishment for the offence charged cannot exceed by the \$100 fine and sixty days' imprisonment, or both, and power to arrest, examine, and discharge accused persons or commit them to the said Court. From all final judgments of the said Consular Court either party shall have the right of appeal to the United States District Court for China.

Sect. III.—That appeals shall lie from all judgments or decrees of said District Court to the United States Circuit Court of Appeals of Ninth Judicial Circuit, and appeals and writs of error may be taken from the judgments or decrees of the said Circuit Court of Appeals to the Supreme Court of the United States in the same cases as those in which appeals and writs of error are permitted by the law of the District of Columbia.</p

## SHIPPING.

## ARRIVALS.

CHOO, British sloop, 1,070, Henry D. Whin, 10th June—Tinghsa 7th June.  
KEMUN, British sloop, 5,27, R. Conradi, 10th June—Tacoma (U.S.A.) 16th May, Flour Lumber and Salmon—Butterfield & Swire.  
KICKING, British str., 1,224, W. O. Jones, 10th June—Shanghai and Swatow 9th June, General—Butterfield & Swire.  
KUNMARI, Japanese str., 3,147, H. Fraser, 11th June—Melbourne 16th May, General—Nippon Yusen Kisha.  
KWANGLEE, Chinese str., 1,468, R. Lincoln, 11th June—Shanghai 8th June, General—Chinkee.  
KWING-SANG, British str., 1,428, W. P. Baker, June—Shanghai 6th June and Swatow 10th June, General—Jardine, Matheson & Co.  
MERCIA, British transport, 3,500, J. S. McGregor, 11th June—Tinghsa 8th June.  
SADINE RICKMERS, British str., 690, J. R. Nasel, 11th June—Nuchwang 3rd June, General—Chinese.  
SALAZAR, French str., 2,088, Aillard 11th June—Yokohama and Shanghai 8th June, Mail and General—Messageries Maritimes.  
SPARRACH, German str., 300, Lombard, 10th June—Hokow 9th June, General—Johsen & Co.  
TAIDIAN, British str., 1,121, J. T. Loing, 11th June—Shanghai via ports 3rd June, General—Osaka Shosen Kaisha.  
TOURANE, French str., 3,144, Girard 11th June—Marseille and Saigon 9th June, Mail & General—Messageries Maritimes.  
TRIUMPH, German str., 769, A. Hansen, 11th June—Hokow 8th June, General—Johsen & Co.  
ZAFIRO, British str., 1,618, H. Rodger, 11th June—Mactan 9th June, General—Shewan, Tomes & Co.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE

June 11th.

Aegir, German str., for Hokow.  
Schock, British str., for Shanghai.

## DEPARTURES.

June 11th.

BRANDY, Norwegian str., for Sowabaya  
JAPAN, British str., for Shanghai  
LIBERTY, British str., for Saigon  
YOKOHAMA, British str., for Shanghai

SHIPPING REPORTS.

The British str. *Mercies* reports: Bad fine weather with fresh S.W. monsoon all the way.  
The British str. *Tourane* reports: Moderate S.W. monsoon wind and sea from Fuchow to port.  
The British str. *Zafiro* reports: Light to moderate westerly wind, smooth water, fine clear weather on the way over.  
The British str. *Triumph* reports: Shanghai to Swatow strong southerly winds and fog, to port moderate S.W. monsoon.

## VESSELS IN DOCK.

June 11th.

ABERDEEN DOCKS—  
KOWLOON DOCKS—*Isangwi*, *Altis*, *H.M.S. Prince*, *Hilas*, *Ophidion*, *Grindon*, *Hockhong*, *Con*, *Coupland*, *Wick*.

VESSELS ON THE BERTH  
COMPAGNIE DES MESSAGERIES  
MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

TOURANE,

Captain Girard, will be despatched for the above Ports TO-DAY, 12th inst., at 11 A.M.  
For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 11th June, 1906.

FOR SHANGHAI AND CHINKIANG.  
Taking Cargo at through rates to Tsinhsia and Chinkiang.

THE Steamship

KOWLOON.

Captain C. Stehr, will be despatched for the above Ports TO-DAY, 12th inst., at 4 P.M.  
For Freight, apply to SIEMENS & CO., Agents.

Hongkong, 8th June, 1906.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

HAICHING.

Captain A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 13th inst., at 2 P.M.  
For Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 9th June, 1906.

COMPAGNIE DES CHARGEURS  
REUNIS.

FOR CALLAO (PERU).

THE Company's Steamship

AMIRAL EXELMANS

5,500 Tons, Captain F. Gens, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

Also taking Passengers and Freight to Ports of Chile and South of Central America, if sufficient inducement offers.

For further particulars as to Passage and Freight apply to G. de CHAMPEAUX, Agent.

(Messageries Maritimes Co.)  
Hongkong, 8th June, 1906.

FOR SINGAPORE &amp; CALCUTTA.

THE Steamship

LOMBARD

will be despatched for the above Ports on

TUESDAY, the 14th inst., at NOON.  
For Freight and further particulars apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th June, 1906.

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

APPALACHEE

will be despatched for the above Ports

on WEDNESDAY, the 20th of June.  
For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 31st May, 1906.

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & BIG	BEETH
LONDON, &c., VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—
LONDON & ANTWERP	BENLONMOND	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	DECALON	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PINGUPY	Brit. str.	—
MARSEILLES, &c., VIA PORTS OF CALL	SALAZAR	From str.	—
BREMEN, VIA PORTS OF CALL	PREUSEN	Ger. str.	—
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	—
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	—
HAVRE & HAMBURG VIA STRAITS, &c.	REHENANIA	Ger. str.	—
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	—
HAVRE & HAMBURG VIA STRAITS, &c.	ALESSA	Ger. str.	—
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	—
CAMBODIA	NIJOPON	Dan. str.	—
COPENHAGEN & BALTIK PORTS	LYON	Brit. str.	—
TRISTE, &c., VIA SINGAPORE, &c.	PATROCLES	Brit. str.	—
GENOA, MARSELLS & LIVERPOOL	SIERH.	Brit. str.	—
GENOA, MARSELLS & LIVERPOOL	INDRASAMA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Am. str.	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Am. str.	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	QANFA	Am. str.	—
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	LYRA	Am. str.	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	NICOMEDIA	Am. str.	—
PORTLAND, OREGON VIA SHANGHAI, &c.	ADMIRAL EXELMANS	Am. str.	—
SAN FRANCISCO VIA PORTS	PRINZ WALDENMAR	Am. str.	—
CALIAO (PERU)	ANGLO SAXON	Am. str.	—
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF INDIA	Am. str.	—
AUSTRALIAN PORTS VIA MANILA	ATHENIAN	Am. str.	—
YOKOHAMA VIA SHANGHAI, MOJI & KORE	QANFA	Am. str.	—
JAPAN VIA SHANGHAI	SHANGHAI	Am. str.	—
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	—
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHANGHAI	Am. str.	—
SHANGHAI & CHINKIANG	SHANGHAI	Am. str.	—
SHANGHAI VIA SWATOW	SHANGHAI	Am. str.	—
SHANGHAI	DELTA	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	MAEBARU	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHOHNU MARU	Brit. str.	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GENISHA	Brit. str.	—
SHANGHAI	JOSSHIN MARU	Brit. str.	—
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Brit. str.	—
ANPING VIA SWATOW & AMOY	MAEGURO MARU	Brit. str.	—
AMOY, STRAITS & RANGOON	ZADIA	Brit. str.	—
AMOY, MANILA, CEBU & ILOIO	SENGTANG	Brit. str.	—
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	—
MANILA	TAMING	Brit. str.	—
MANILA	LOONGSHANG	Brit. str.	—
MANILA	ZAFIRO	Brit. str.	—
KUDAT & SANDAKAN	RUBI	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	BORNEO	Brit. str.	—
SINGAPORE & CALCUTTA DIRECT	KUTSANG	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	LOMBARD	Brit. str.	—
FOR FREIGHT OR PASSAGE, APPLY TO SINGAPORE & CALCUTTA	GARHWAE	Brit. str.	—
FOR FREIGHT OR PASSAGE, APPLY TO SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—

## SECTIONS.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & BIG	BEETH
LONDON, &c., VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—
LONDON & ANTWERP	BENLONMOND	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	DECALON	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	—
MARSEILLES, &c., VIA PORTS OF CALL	PINGUPY	Brit. str.	—
BREMEN, VIA PORTS OF CALL	SALAZAR	From str.	—
HAVRE, BREMEN & HAMBURG	PREUSEN	Ger. str.	—
HAVRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	—
HAVRE, BREMEN & HAMBURG	ACILIA	Ger. str.	—
HAVRE, BREMEN & HAMBURG	REHENANIA	Ger. str.	—
HAVRE, BREMEN & HAMBURG	SCHWARZBURG	Ger. str.	—
HAVRE, BREMEN & HAMBURG	ALESSA	Ger. str.	—
HAVRE, BREMEN & HAMBURG	SPEZIA	Ger. str.	—
CAMBODIA	NIJOPON	Dan. str.	—
COPENHAGEN & BALTIK PORTS	LYON	Brit. str.	—
TRISTE, &c., VIA SINGAPORE, &c.	PATROCLES	Brit. str.	—
GENOA, MARSELLS & LIVERPOOL	SIERH.	Brit. str.	—
GENOA, MARSELLS & LIVERPOOL	INDRASAMA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Am. str.	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Am. str.	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	QANFA	Am. str.	—
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	LYRA	Am. str.	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	NICOMEDIA	Am. str.	—
PORTLAND, OREGON VIA SHANGHAI, &c.	ADMIRAL EXELMANS	Am. str.	—
SAN FRANCISCO VIA PORTS	PRINZ WALDENMAR	Am. str.	—

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June.
GLASGOW and LIVERPOOL	"OANFA"	On 5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	On 5th July.

## HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO., AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & THE PACIFIC COAST PORTS	"OANFA"	On 7th July.
NAGASAKI, KOBE and YOKO-HAMA		
PACACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	On 13th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. (910)

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 12th June.
SHANGHAI	"KUOKIANG"	On 18th June.
AMOY, MANILA, CEBU & ILOILO	"SUNGKIAH"	On 14th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th June, 1906.

(11)

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S STEAMERS	LEAVING	
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 17th June, at 10 A.M.	
AND AMOI	"OHTA"		
TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th June, at 10 A.M.	
AND AMOI	"S. TAGAMI"		
ANPING VIA SWATOW	"MAIDZURU MARU"	THURSDAY, 14th June, at 10 A.M.	
AND AMOI	"MERLIN"		
SHANGHAI VIA SWATOW, AMOI AND FOOCHOW	"SHOSHU MARU"	TUESDAY, 19th June, at 10 A.M.	
THE CHIANGRED S.S. "TAISHAN"	J. T. NAKATO	WEDNESDAY, 13th June, at 10 A.M.	
AMOI AND FOOCHOW			

\* These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 9th June, 1906.

T. ARIMA, Manager. (14)

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	T. W. Garlick	On 27th July.
TREMONT	9,606		On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures safety at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 25th April, 1906.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS,

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## SAILING DATES.

## 1906

PREUSSEN ... WEDNESDAY ... 29th June

ZILZEN ... WEDNESDAY ... 4th July

ROON ... WEDNESDAY ... 11th July

SEYDLITZ ... WEDNESDAY ... 18th July

BAUERN ... WEDNESDAY ... 1st August

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 15th August

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 29th August

SACHSEN ... WEDNESDAY ... 12th September

PRINZ HEINRICH ... WEDNESDAY ... 26th September

ROON ... WEDNESDAY ... 10th October

PRINZ LUDWIG ... WEDNESDAY ... 24th October

ON WEDNESDAY, the 26th day of JUNE, 1906, at NOON, the Steamer "PREUSSEN"

Captain R. Meyer, with MAILED, PASSENGER, SPECIE, and CARGO, will leave

this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th June. Cargo and

Spots will be received on Board until 5 P.M. on TUESDAY, the 19th June, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 19th June.

Contents of Packages are required.

No Parcel Receipts will be issued for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 281 0 0, 2nd Class 242 0 0, 3rd Class 222 0 0.

return 191 0 0, 63 0 0, 33 0 0.

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG ... return 63 0 0, 44 0 0, 24 0 0.

TO NEW YORK VIA SUEZ ... return 64 0 0, 44 0 0, 26 0 0.

VIA NAPLES, GENOA or GIBRALTAR ... return 115 0 0, 79 0 0, 47 0 0.

VIA BREMEN or SOUTHAMPTON ... return 68 0 0, 46 0 0, 27 0 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TO VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamer from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

## VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## SAILING DATES.

PRINZ WALDEMAR ... 3227 tons ... TUESDAY, 29th June.

PRINZ SIGISMUND ... 3362 tons ... TUESDAY, 24th July.

WILLEHAD ... 4763 tons ... TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at NOON, the Steamer "PRINZ WALDEMAR," Captain Woltemann, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 281 0 0, 2nd Class 242 0 0, 3rd Class 222 0 0.

return 191 0 0, 63 0 0, 33 0 0.

TO MANILA ... \$50. 00 \$30. 00 \$26. 00

TO NEW GUINEA ... 228. 00 181. 00 144. 00

return 254. 00 227. 45 186. 00

TO BEIJING ... 230. 00 220. 00 185. 00

return 233. 00 223. 00 185. 00

